

### Proposed Land Uses

The proposed land uses for the project area are to remain consistent with the requirements of the existing Village Commercial Zoning District, which emphasize neighborhood commercial uses and allows for the development of residential units as part of mixed use buildings within certain limitations.

Important revitalization goals for downtown Pascoag include the preservation and expansion of downtown businesses activities. The plan elements and recommendations outlined in the previous section are aimed at attracting new businesses including restaurants, encouraging pedestrian activity, and enhancing the overall quality of the village streetscape. Neighborhood retail must remain the prime use at the ground level. Professional offices or downtown residential uses should be located on upper levels to maximize the use of the ground floor levels for pedestrian oriented activities.

To the extent that market support is available, the conversion of underutilized upper floors for downtown residential uses is encouraged. Downtown residential uses often contribute to increase pedestrian activity beyond regular business hours and provide economic support to existing businesses.

### Proposed Land Use and Density Standards

Land use and density standards are proposed to remain consistent with the requirements of the existing Village Commercial Zoning District, and in particular with the existing zoning district dimensional regulations, which specify a maximum building coverage of 30% and a maximum building height of 35 feet.

### Changes in Streets and Parking

The following roadway improvements are recommended:



*Routes 100/107 intersection.*

### Routes 100 / 107 Intersection Upgrade

Reconfiguration of the Sayles Avenue, High Street, South Main Street, Pascoag Main Street intersection of Routes 100/107 is recommended as an integral part of the Redevelopment Plan (see *Figure 9* on the next page). By reconfiguring this intersection, the “canyon effect” created at the south end of Sayles Avenue would be eliminated, eastbound High Street traffic would be calmed or slowed, and pedestrian safety would be improved.

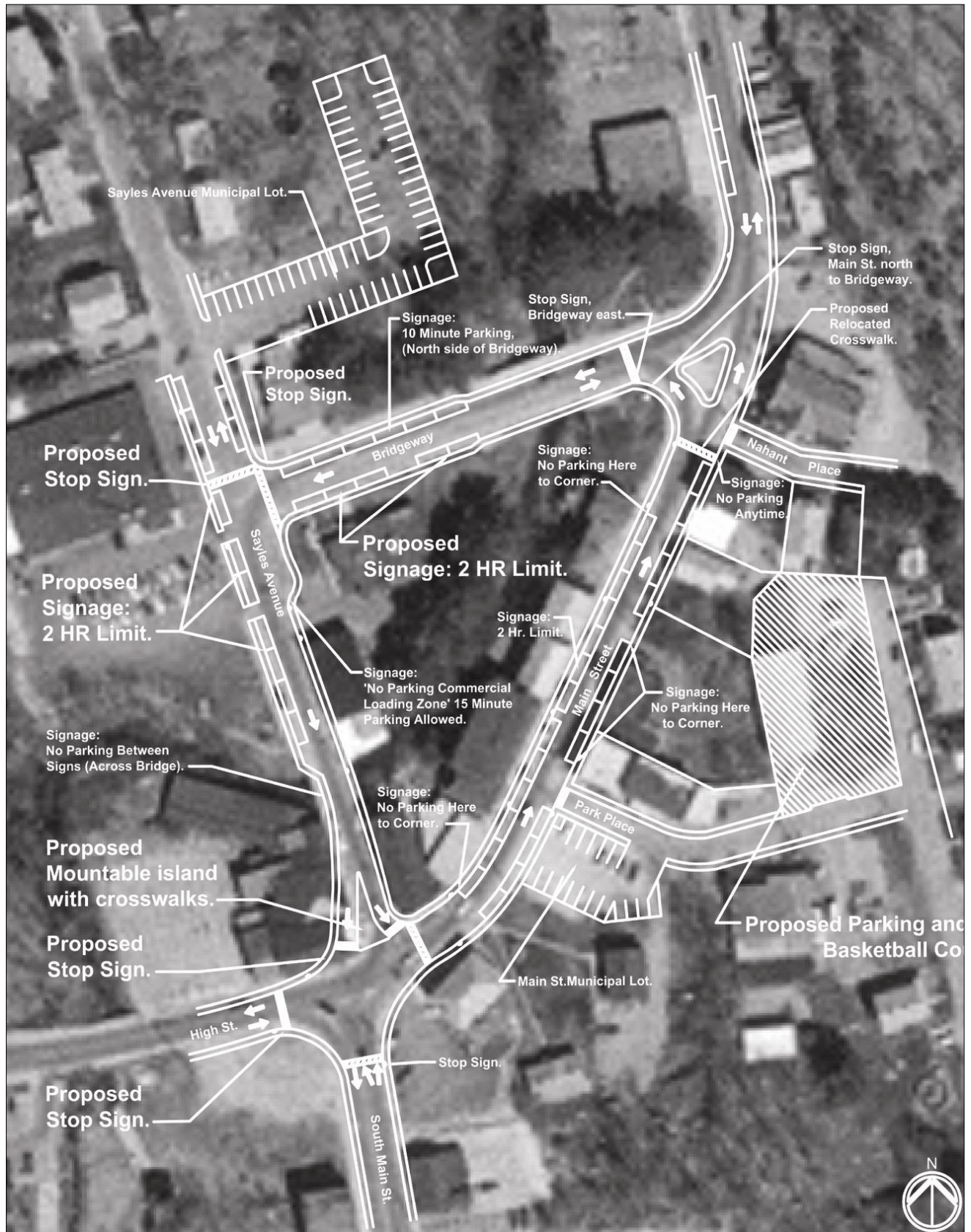


Figure 9 - Proposed Roadway

A “triangle” intersection reconfiguration is recommended with a dedicated left-turn lane from Sayles Avenue onto Pascoag Main Street. The left turn lane would be located along the existing alignment with the southbound through roadway relocated directly across from South Main Street northbound with a triangle between the lanes. The left turn lane should be controlled by a stop sign, and a stop sign is also recommended for High Street southbound traffic entering the intersection. A mountable island triangle is recommended between the left turn lane and the through lane to facilitate left turn movements for WB50 trucks and buses. This island could be finished with cobblestone, granite pavers, concrete pavers, or a stamped asphalt surfacing system to improve aesthetics of this intersection and to visually break up the expanse of pavement. Based on current traffic volumes, a dedicated right turn lane (west onto High Street) is not required or recommended. The Sayles Avenue approach would utilize the existing bridge over the Pascoag River. The IGA parking lot would not be affected.

Although a roundabout was considered for this intersection, it was recognized that additional right of way would be required compared to the “triangle” intersection recommended above. The “triangle” intersection is more in scale with the Pascoag village and proposed redevelopment of the property on the Sayles Avenue and High Street corner. This configuration would encourage reconnection of the redeveloped parcel with adjacent downtown buildings. Construction of the “triangle” would require partial acquisition of property from the parcel at 40 Pascoag Main Street, Map 175/Lot 34. Redevelopment of this 17,424 square foot lot is currently underway. Approximately 1,350 square feet would be required for roadway right-of-way (*Note: This proposed roadway configuration may be subject to change in response to particular needs and conditions at the time of final design, and the proposed development program for Lot 34*).

As part of additional streetscape improvements that could be associated to the reconfiguration of the intersection, a replacement of the historic fountain that once existed here would create a “sense of place” reminiscent of the past when this intersection was known as Fountain Square (even if the fountain needs to be located outside of the right-of-way required for vehicular turns).



*Mountable island at Main St./Bridge Way intersection.*

#### Pascoag Main Street / Bridge Way / Sayles Avenue Circulation Pattern

It is recommended that the current circulation pattern be retained in downtown Pascoag.

Pascoag Main Street should continue as a one-way northbound roadway between Sayles Avenue and Bridge Way. Parallel on-street parking is recommended on both sides of the roadway. The existing concrete-surfaced island at the Pascoag Main Street/Bridge Way intersection should be retained. This island must remain accessible to emergency vehicles from the

adjacent fire station. It is recommended that, as part of RIDOT's ongoing Route 107 1R project, this island be enhanced with materials similar to the ones recommended for the Routes 100/107 intersection to improve aesthetics.

It is recommended that Bridge Way remain a two-way roadway with parallel parking on both sides. Sufficient roadway width is not available for parking on the bridge. At the Pascoag Main Street/Bridge Way westbound intersection northbound motorists turning left onto Bridge Way must continue yielding to oncoming eastbound Bridge Way traffic. A stop sign is recommended for southbound traffic on Sayles Avenue entering the Bridge Way/Sayles Avenue intersection in front of the IGA supermarket. A continuation of one-way circulation is recommended on Sayles Avenue between Bridge Way and Pascoag Main Street, completing the "triangle."

#### Pascoag Main Street / North Main Street Intersection

The expansive pavement at the Pascoag Main Street/North Main Street intersection should be reduced by introducing landscaped planting areas. This concept was developed several years ago by BETA Engineering and should continue being advanced as part of RIDOT's ongoing 1R project. Intersection improvements would increase vehicular safety by removing conflicts between southbound Route 107 traffic and northbound traffic to North Main Street. Pedestrian safety would be improved by reducing pavement width. This is especially important for residents of the adjacent Bradford Court senior housing project.

#### Parking Recommendations

Public parking in downtown Pascoag is provided on street and in two municipal lots (Pascoag Main Street and Sayles Avenue). It is recommended that on-street parking spaces be striped for better identification and increased utilization. In accordance with Town of Burrillville regulations, spaces should be 26 feet in length. As indicated in *Table 20*, on the next page, 54 on-street parking spaces could be delineated with the existing traffic

configuration. By striping spaces, more efficient use may be made of available curb length. With proposed improvements at the Routes 100/107 intersection, two Sayles Avenue spaces would be lost (resulting in a total of 52 proposed on-street spaces).



*Pascoag Main Street on-street parking*

Table 20 - Existing and Proposed Public Parking, Pascoag

Location	Total Spaces Existing	Total Spaces Proposed	Facility and Notes
Pascoag Main Street, Sayles Avenue to Park Place	5 - east side 4 - west side	5 - east side 4 - west side	On street. 2-hr limit.
Pascoag Main Street, Park Place to Nahant Place	9 - east side 8 - west side	9 - east side 8 - west side	On street. 2-hr limit.
Pascoag Main Street, Nahant Place to Subway Restaurant	0 - east side 3 - west side	0 - east side 3 - west side	On street. Signs posted for customer parking to rear of Subway. No parking by fire station on east side.
Bridge Way	6 - north side 5 - south side	6 - north side 5 - south side	On street. No posted limits.
Sayles Avenue, Post Office to Pascoag Main Street	2 - east side (adjacent to the Post Office, north of Bridge Way) 12 - west side	2 - east side 10 - west side (number reduced for intersection reconstruction)	Curb south of Bridge Way on the east side is posted: <i>No Parking Commercial Loading Zone 15 Minute Parking For Loading and Unloading Commercial Plates Only.</i>
Pascoag Main Street Municipal Lot, Park Place	16	0	Off-street. No parking 2 AM to 6 AM
Sayles Avenue Municipal Lot	54	54	Off-street. 6 spaces reserved for Medical Building and Post Office use.
Proposed Park Place Municipal Lot	0	23 with a half-court basketball court and landscaped buffer	Requires acquisition of AM 175/Lot 59, (vacant warehouse and carport).
TOTAL	124 On-street – 54 spaces Off-street – 70 spaces	129 On-street – 52 spaces Off-street – 77 spaces	

*Shading denotes municipal off-street parking.*

The east side of Sayles Avenue (Bridge Way to Pascoag Main Street) is currently restricted to commercial loading / unloading. The curbline adjacent to the Health Center and George's Pizza along the east side of Sayles Avenue is posted as a commercial loading zone. At least one of these commercial-only restricted spaces should remain (near the Sayles/Bridge Way intersection).

The following recommendations are made to increase use of available parking:



*Sayles Avenue parking on west side.*

- Increased signage is required to inform those seeking parking about the availability of the municipal lot on Pascoag Main Street. This lot is currently underutilized.
- Increased enforcement is required along Sayles Avenue where passenger cars park illegally in commercial loading zones.
- The Health Center and other local employers should be encouraged to lease spaces in the Sayles Avenue municipal lot for employees. Information on the municipal lot should be posted at the Health Center to encourage use by patients.
- IGA should be encouraged to reconfigure the parking lot for additional spaces.

#### Proposed Municipal Lot / Basketball Court

In an effort to maintain the building façade along Pascoag Main Street while increasing the number of available parking spaces, the Town could consider acquisition of property at 38 Park Place for parking. This 15,246-square foot lot is currently developed with a warehouse and adjacent carport and is a nonconforming use in a residential neighborhood. The building appears vacant. This lot could accommodate 33 parking spaces (based on 450 square feet per parking space, including circulation).



*Potential municipal lot location.*

A portion of the Park Place lot could be paved and landscaped as a play area. This active recreation area would make parking lot construction more attractive for this densely developed multi-family neighborhood. A 10-foot landscaped buffer along Park Place would be planted with grass, low shrubs and street trees, in accordance with Town regulations. The buffer would enhance the neighborhood streetscape and create a visual separation between the proposed parking area and the existing residences. With a 47' x 50' half-court

basketball court and landscaped buffer, space would be available for 23 parking spaces. The potential for access to rear loading areas for Pascoag Main Street businesses was investigated and considered unnecessary, based on existing conditions.



*Existing Pascoag Main Street Municipal Lot.*

By constructing a larger municipal parking lot and basketball court on Park Place, the existing Pascoag Main Street municipal lot could be developed. The Park Place lot would represent a net gain of seven spaces from the 16 currently available in the Pascoag Main Street municipal lot.

*Table 20* presents existing and proposed parking with a realigned intersection at Routes 100/107, and replacement of the Pascoag Main Street municipal lot with a 23-space lot on Park Place. As indicated, a net gain of three on-street and municipal off-street spaces may be realized (in addition to the potential redevelopment of 67 Pascoag Main Street for uses other than parking).

### **Changes in Utilities**

Wooden utility poles and aerial utilities currently flank both sides of Pascoag Main Street from Sayles Avenue to Bridge Way. Five poles along the west side limit use of the sidewalks, detract from aesthetics, and may hamper emergency response. The Redevelopment Plan proposes to relocate service on these poles to the east side as a positive public investment in downtown Pascoag. Buildings along the west side are generally higher and older than building stock on the east side. Use of ladders and bucket trucks for emergency / fire response may currently be limited with live wires adjacent to the front of these multistory buildings. With pole relocation, sidewalk use may be improved for ADA accessibility, sidewalk sales, outdoor seating, and snow blowing/snow removal. This is a realistic infrastructure improvement that reduces costs compared to other utility alternatives.

Additional options considered to improve aesthetics include relocating utility poles to the rear of properties or undergrounding aerial utilities. With current efforts to construct a River Walk, it would not be appropriate to relocate wires to the rear of buildings along the Pascoag River. A long-term option to improve Pascoag Main Street would be to underground utilities between Sayles Avenue and Bridge Way. Preliminary discussions were held several years ago regarding undergrounding electric utilities from the Pascoag Utility District building to the CVS. Undergrounding utilities along the 500-linear foot section between Sayles Avenue and Bridge Way would minimize cost compared to the previously considered 2,250-linear foot underground project in 2002.

Regardless of the project limits, undergrounding represents a significant investment for any community. Shallow depth to bedrock along this section of Pascoag Main Street would increase construction costs compared to other communities. Utility companies generally require that underground connections be made to electrical systems that meet current codes. Based on overall building conditions along Pascoag Main Street, it is likely that electrical upgrade would be required in adjacent buildings prior to connecting service to underground utilities. Poles cannot be removed until all connections are made; every property must therefore be connected to realize any benefits.

Benefits frequently cited in communities where utilities are relocated underground are aesthetics, reduced maintenance, safety, improved utility service, and increased potential for economic development. Aesthetics are especially important in a densely developed village district where buildings have been constructed over a period of time on small lots located close to the street. Utility lines and poles dominate both the view of the building and the view from upper story rooms. The clutter of various wires, transformers, and wooden poles diminishes scenic streetscape views. Poor pole condition, awkward pole location, and sidewalk disturbance caused by pole replacement also adversely affect aesthetics and compliance with the *Americans with Disabilities Act* (ADA). By burying electrical, telephone and cable wires beneath ground, this clutter is removed.

Burying wires/cables reduces the risk of electrocution from power lines downed by storms or accidents. Live downed wires may hinder emergency response. Fast, efficient response by the fire department is critical for safety, especially since fire may spread easily in densely developed sections of Pascoag. By removing (or reducing) aerial utility lines, fire fighting equipment may access buildings and fight fires more efficiently than under current conditions.

### **Changes in Zoning**

A review of current zoning requirements to consider the introduction of two potential changes to zoning is proposed:

#### Refinements to the List of Permitted and Prohibited Uses

*Section 11-5.1, Zoning District Uses*, of the Town *Zoning* includes a list of uses allowed and prohibited by district. The list in general is highly detailed and includes uses appropriate to the prevailing downtown character of the village center.

In the Village Commercial District, the list prohibits residential uses, inns or bed and breakfasts, and home occupations, with a note indicating that they “may be allowed if in conformance with major land development provision(s) per section 11-8.1.4 Land Development Review per review by the Burrillville Planning Board.” This makes a lot of sense in general, but it implies that mixed use redevelopment options for small downtown buildings are not allowed unless they make part of a large land development project. The Town may want to consider changing these uses to “allowed by special use permit” which

would still subject the project to review and approval by the Planning Board, while being more supportive of potential mixed use redevelopment opportunities.

On the other hand, uses such as golf practice range or golf course, and general automotive repair, which would not be appropriate in a village setting such as downtown Pascoag may be allowed by special use permit. The Town may want to consider if these uses should be prohibited in Village Commercial Districts.

Special provisions for downtown Pascoag may also be included in the list. For example, the Town may want to consider if package liquor stores (currently permitted) should be allowed in the downtown given the fact that so many of these types of business are already in existence within a relatively small area. Future development of these type of uses could be prohibited by zoning while the existing businesses in the area could be “grandfathered” until significant changes or alteration are needed.

#### Creation of a Design Overlay District

A specific list of particular uses allowed or prohibited in downtown Pascoag could be achieved by creating a special zoning overlay district, which could also serve additional purposes:

- Protection of the historic qualities and traditional design character by adding more detail to the existing village design guidelines and design review process.
- Special provisions to ease some construction requirements as incentives to the renovation of old buildings in selected areas of the downtown.
- Special provisions on the creation of easements/setbacks/rights-of-way for public access at special locations when parcels become redeveloped.
- Establishment of conceptual design limits (building square footages, location and amount of parking, drainage areas, etc.) that could allow the opportunity to initiate steps toward a streamlined environmental permitting process for potential redevelopment parcels (refer to the *Implementation* section of this document for more discussion on design and permitting issues).

#### **Consistency with Comprehensive Plan**

The proposed plan recommendations are generally consistent with overall spirit and recommendations of the *Burrillville Comprehensive Plan*, and in particular with *Section IX.2 Land Use Issues*, which recognizes the downtown Pascoag area as suffering from blighted and substandard conditions and in need of redevelopment. The proposed recommendations are also consistent with the following goals and implementation actions:

- Pavement management and streetscape enhancements (T21 STP funds) to Route 107.
- Replacement of the Route 100 Bridge (CVS Bridge) as part of the Statewide Bridge Improvement Program.
- Improvements to pedestrian safety at the intersections of Route 100/Pascoag Main Street, Route 107/North Main Street, and downtown Pascoag in general.
- Stabilize and enhance older commercial areas, including Pascoag.

- Allocate adequate areas for commercial use suitable for neighborhood/village oriented and community-oriented retail centers.
- Explore other avenues of economic development, including recreational and tourism-related activities.
- Promote revitalization of the small village commercial center through zoning.
- Find viable economic reuses for historic buildings that can contribute to the economy through support of financing programs and preferential tax policies.
- Encourage creative adaptive reuse of the Town's historic homes and buildings when properly zoned.
- Promote the establishment of higher residential densities and smaller lot frontages.
- Encourage local participation in federal and state business revitalization programs.
- Encourage investment by the public and private sectors that will stabilize and improve economic opportunities in downtown Pascoag, including preservation and reuse of historic buildings.

### **Statement of Purpose and Benefit**

The proposed plan elements, strategies and recommendations that make part of this redevelopment plan are intended to facilitate and expedite the economic revitalization of downtown Pascoag, preserve and enhance the unique historic and traditional building fabric, enhance the pedestrian environment and streetscape, and set the basis for ongoing implementation, public/private partnerships and collaboration, and promotion to new businesses and customers. The purpose of these actions is the elimination and prevention of blighted and substandard areas, and their replacement through redevelopment by a stable, safe and healthful village center.

### **Proposed Redevelopment Parcels**

*Figure 10*, on the following page, identifies potential redevelopment parcels and the location of proposed easements/public access rights-of-way to interconnect Pascoag Main Street to the River Walk and future parking areas. These parcels have been identified based on their current conditions of vacancy, substandard conditions, and hazardous environmental conditions. It is estimated that the economic cost and implications of needed demolition, renovation or environmental cleanup are such that likely impede private market redevelopment. The plan's recommendations emphasize joint public/private partnerships and collaboration with exiting owners rather than land acquisition and public sector redevelopment. However, the Burrillville Redevelopment Agency (BRA) has the ability to exercise its legal powers pursuant to R.I. General Laws 45-32-24 should land acquisition be required to implement the proposed recommendations.

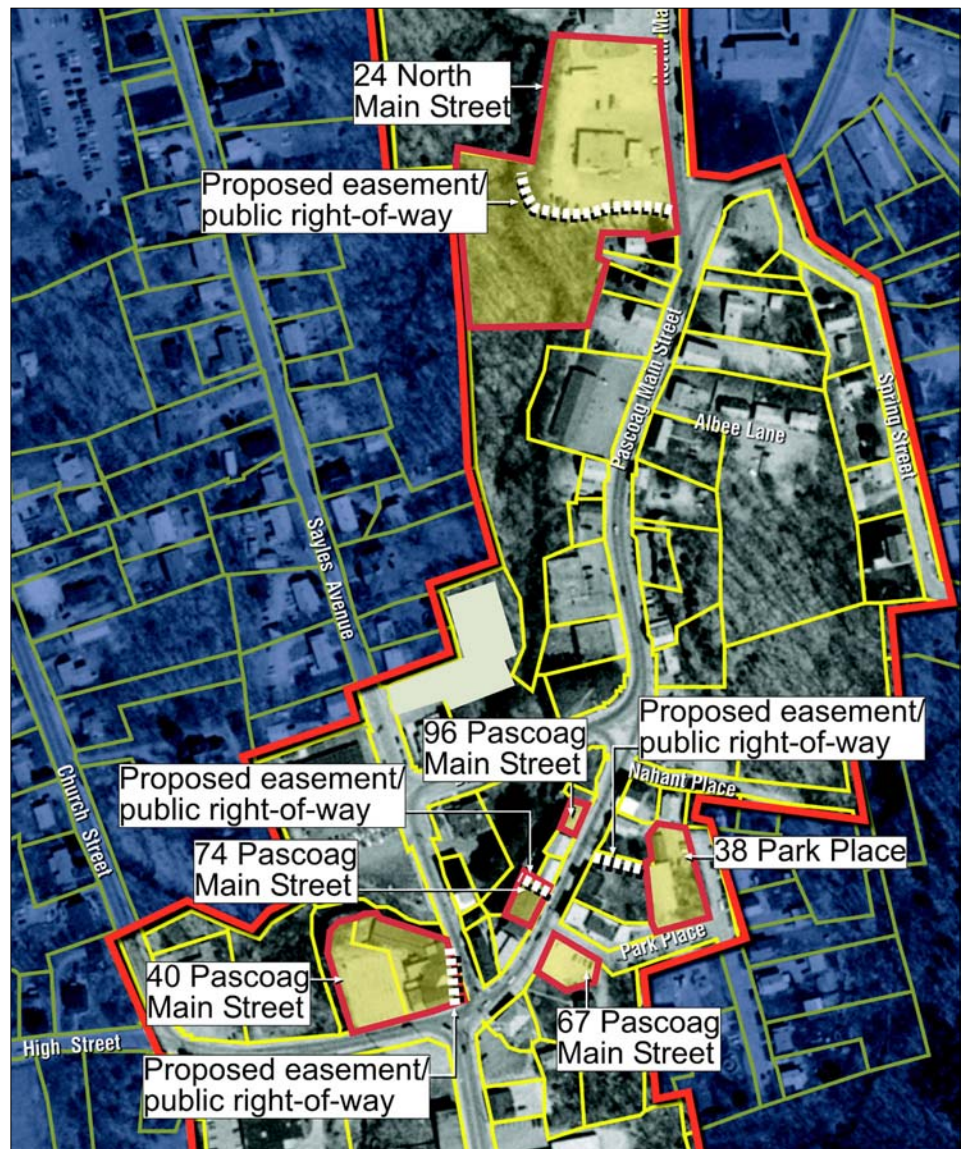
This approach is proposed for several important reasons:

- Two of the key proposed redevelopment parcels have recently been sold, and prospective plans of the new owners need to be considered as part of future opportunities.

- The Town owns 96 Pascoag Main Street; the process of rehabilitation and potential disposition of the property can be used by the Town as a test case of market potential and funding strategies.

A key property within the project area given its large size (almost 3 acres) and prominent location is 24 North Main Street. This site is currently occupied by an abandoned gas station, and presents signs of contamination due to its prior use. In setting priorities, this may be a parcel that could benefit the most from specific actions geared to acquisition and redevelopment. Financial and technical assistance from State and Federal environmental programs may be available to facilitate environmental cleanup and remediation.

Estimates of potential cost of acquisition for the identified properties and other public investment are included in the next section of the plan, which outlines the proposed implementation tools and strategies.



*Figure 10 – Potential Redevelopment Parcels*

### **Extent of Relocation**

Some of the existing residents and businesses within downtown Pascoag may be affected by the proposed plan recommendations. While this plan attempts to minimize the need for property acquisition by the public sector, the BRA has an intention to work with any resident or business that may be displaced as a direct result of the exercise of its legal powers to facilitate their relocation within the Town of Burrillville, and according to any applicable regulations.

### **Conditions, Covenants and Restrictions**

Proposed conditions, covenants and restrictions will involve adherence to all local ordinances where applicable, particularly the Burrillville Zoning Ordinance and Subdivision Regulations as the same may be amended from time to time. This would include any future amendments to the Zoning Ordinance that may facilitate the redevelopment goals outlined in this plan, such as the changes in zoning recommended in this plan.

In the alternative, the BRA reserves the right to set for a Comprehensive Declaration of Covenants and Restrictions setting forth permitted and prohibited uses within the proposed Downtown Pascoag Redevelopment District, as well as landscape and design guidelines. The BRA may also impose covenants, conditions and restrictions regarding common green spaces and other common areas such as walkways and parking areas within the district.